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The Daily Press.

HONGKONG, DECEMBER 15TH, 1911.

ACCIDENTS happen to ships of the best
managed lines as they happen in the best
regulated households, but in the case of
ships of the P. & O. Company they are
so infrequent considering the size of the
fleet as to be more than usually startling,
when they do occur. In all parts of the
East where the *Delhi* has been accustomed
to call, the news of the misfortune to this
fine ship will occasion deep regret, and
sympathy with the P. & O. Company and
the Commander of the steamer is deepened
by the fact that the wreck should have
occurred while members of the Royal Family
were on board. The *Delhi* was built about
six years ago for the run between Bombay
and China, and had just made a voyage
home. She was returning to her Eastern
run when she met with misfortune, in stormy
weather, to the southward of Cape Spartel,
which juts out from the extreme north-
west of Morocco. According to the brief
telegraphic accounts of the wreck so far
received, the steamer has "gone ashore,"
but as to whether this occurred in the
darkness or in daylight, information is at
present lacking. There is a lighthouse on
the Cape visible at a distance of 20 miles, but
at this time of the year fogs prevail along
this coast, and storm and fog may have
combined to bring about the unfortunate
disaster. So far as we can judge
from what REUTER calls "the confused
accounts" of the wreck yet to hand,
it appears evident that first efforts were

made after the ship struck to secure the safe
landing of the Royal party, which was
effected by boats from the French cruiser
Friant. That the rescue was attended by
considerable danger is shown by the state-
ment that one of the boats capsized and
that one of the young Princesses had a
narrow escape from drowning. The further
statement that rocket apparatus is being
taken overland to the scene of the wreck,
owing to "communication by sea being
difficult," helps us to picture still more
clearly the perils of the situation. It is a
matter for sincere congratulation throughout
the British dominions that Her Royal High-
ness the Princess ROYAL, her husband, the
DUKE OF FIFE, and their two daughters
have been safely brought to shore from the
wrecked steamer, and it will be sincerely
hoped that the news may speedily come that
the whole of the passengers have been
rescued, and that not a life has been lost.
So far as human effort can avail to secure
the safe landing of the passengers the
public know that they can rely with
confidence on the officers employed
on the ships of the P. & O. Company, and
we may go further and say that the reputa-
tion which the P. & O. steamers have
long enjoyed by reason of their careful navi-
gation justifies the expectation that the cir-
cumstances causing the wreck, when they are
fully known, will not be found to include
negligence on the part of the officers. It is
a curious coincidence, which doubtless many
have already noticed, that this unfortunate
misadventure to a steamer bearing the name of
Delhi should have occurred on the very day
that His Majesty the KING-EMPEROR was
holding his historic Durbar in the ancient
Mogul capital and proclaiming to the people
of India the decision to once again make
Delhi the seat of the government of India.
We can all imagine how relieved THEIR
MAJESTIES must have been to receive news of
the safety of the members of the Royal Family
travelling to Egypt on the ship, and THEIR
MAJESTIES will scarcely need the assurance
that the relief and satisfaction they feel is
shared throughout the wide dominions of the
Crown and probably by none more sincerely
than the millions of their subjects in India
who are at this moment giving proof of their
attachment to the throne by rejoicings on an
unprecedented scale to mark the historic
occasion of the first visit to India paid by its
ruler since Great Britain became responsi-
ble for the government of the country.

The German Mail of the 13th November
was delivered in London on the 13th inst.
Information has been received of the re-
opening by the Chinese Telegraph Admini-
stration of telegraphic communication with
Hankow, for plain language telegrams only.
It was reported that Sun Yat-sen was on
board the German mail steamer *Prinz
Ludwig* yesterday. This, however, is an
anticipation, as he is not due here for some
days yet.

The rowdy element has not been com-
pletely subdued in Hongkong yet. On
Wednesday a crowd at the City Hall re-
sented a hawk from an Indian sergent
who had arrested him.
While out riding in the dragoon a week
ago near Siccawel, Dr. E. Birt of Shanghai
was thrown from his pony, which rolled over
him. He sustained three broken ribs and
also broke his left collar bone. He was
removed to his home.

Among the honours conferred by His
Majesty the King-Emperor at the Durbar
at Delhi is a baronetcy on the Hon. Sir
Sassoon David, Kt. The new baronet, who
is a member of the Viceroy's Council, is
senior partner of the firm of Messrs. S. J.
David & Co., and the brother of Mr. A. J.
David.

Arrangements have been made for
Kovarik, the boy violinist, to give a concert
in the theatre on Thursday next. Assistance
has been best kindly promised by the best
local talent and the Orchestra of the 1st
Bn. King's Own Light Infantry will also
assist. The proceeds are to go in aid of the
Diocesan Girls' School, and the concert has
the patronage of H. E. The Governor.
Kovarik's performances are highly eulogised
in all the press notices we have seen and
the concert he has arranged to give here
will doubtless prove as successful as the
concert he has given elsewhere in the East.

The American Committee appointed by the
International Bible Students' Association to
investigate the work of foreign missions in
China, Japan, India, Africa and Arabia,
their methods and teachings left San
Francisco on the *Shinyo Maru* and is due
to arrive here on January 9th. The chair-
man of the committee is Pastor Russell, of
the London and Brooklyn Tabernacles, one of
the best known ministers in America. He
came into prominence through his teaching
of the error of "hell fire" and other dis-
tinctive teachings. Last spring he accepted
the pastorate of the London Tabernacle, and
agreed to spend two months in the spring
and two months in the fall of each year in
London. The other members of the com-
mittee are General Wm. Hall, Dr. A. W.
Jones, Prof. Robinson, Messrs. Robert E.
Maxwell, J. T. D. Pyles, and E. W. V.
Kuehn.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE WRECK OF THE
"DELHI."PRINCESS ROYAL AND FAMILY IN
GRAVE PERIL.

LONDON, December 14th.

Reuter's correspondent at Gibraltar wires
that the P. and O. steamer *Delhi*, conveying
the Duke and Duchess of Fife and their
daughters to Egypt, has gone ashore to the
south of Cape Spartel. The weather was
stormy, but the boats of the French cruiser
Friant rescued the passengers, including the
Princess Royal, and landed them at Cape
Spartel.

A detachment of Tangier police is
proceeding with mules towards Spartel in
order to fetch the shipwrecked passengers
and crew.

(This message arrived late. It should have
preceded the telegrams which we published yester-
day morning reporting that the *Delhi* was in
a dangerous position. As our readers are
aware, the *Delhi* is one of the ships on the
Bombay-China run. She had gone home for this
one voyage, and was on her way back to China.)

The members of the Royal party have
reached Tangier. After spending a night at
the Legation, they will probably proceed to
Gibraltar to-morrow.

From confused accounts of the wreck, it
is gathered that the *Friant's* boat which
actually took off the members of the party
capsized, one of the young Princesses being
nearly drowned. She was held up, however,
by a sailor.

She landed bare-footed, was placed on a
spectator's horse, and taken to Cape Spartel,
together with others. Dry clothing was
obtained from the lighthouse people.

There are altogether 55 first-class passen-
gers on the *Delhi*, almost half of them
being women and children. Seventy of the
passengers and the crew are still aboard.

THE ROYAL PARTY'S UNHAPPY
FLIGHT.

LATER.

The *Times* correspondent at Tangier states
that the passengers of the *Delhi*, including
the Royal party, had no time to dress. With
the greatest difficulty, they boarded a boat
from the warship *Duke of Edinburgh*, accom-
panied by Admiral Craddock. Though the
Duke and the others bailed their hardest,
the boat filled and sank. The party, however,
were all wearing lifebelts and consequently
were able to float, though Princess Alexandra
disappeared for a moment. The party were
landed after great efforts, the princesses, clad
only in nightdresses and coats, struggling
on to the rocks amid torrents of rain. The
lighthouse was four miles distant. The British
Minister arrived with horses, and the Duke
of Fife, still in his nightgown and wearing a
pair of the lighthouse keeper's trousers,
informed the princesses that it was possible
for them to start for Tangier. The
princesses were most plucky and cheerfully
endured the three hours' ride on mules in
very heavy rain. They had no clothes
except the lighthouse keeper's garments.

The *Delhi* is stranded broadside on to the
beach, opposite the Pillars of Hercules.

One of the *Friant's* men was drowned.

An English naval officer at Tangier says
the Frenchmen worked splendidly.

A TERRIBLE STORM.

LATER.

A message to the *Paris Matin* from Tan-
gier states that four of the crew of the
Friant were drowned through the capsizing
of a launch. The *Friant* was voyaging
from Rochefort when she intercepted a
distress wireless message from the *Delhi*.
The cruiser made full speed towards Cape
Spartel, but it was ten o'clock in the morn-
ing before a hull in the storm enabled her
commander to send a steam launch, and
even then the waves were breaking over the
Delhi's mast high. The launch transferred
a score of women and children to the cruiser
Duke of Edinburgh, which had just arrived.

Reuter's correspondent at Gibraltar wires
that the *Duke of Edinburgh* has just arrived
there with 39 women and children from the
Delhi. To an interviewer they stated the
passengers were aroused at one o'clock in
the morning and were assembled on deck.
There was no panic, though they had to
wait until ten in the morning, when the
Friant's boats conveyed them to the British
cruiser. The members of the Royal party
and the male passengers will remain a night
in Tangier.

The position of the vessel is critical, and
salvage vessels are sailing to attempt to
save the specie, mails and luggage.

LATEST NEWS.

The sea is quietening, and this afternoon
British cruiser established communication
between the *Delhi* and the shore. It is
believed that all the passengers are safe.

ATTEMPTS AT SALVAGE.

Attempts are being made to save the
Delhi's mails and specie. The steamer
carried one hundred thousand sterling in
gold and two hundred thousand in silver
bullion. The women and children have been
comfortably accommodated at Gibraltar.

[THROUGH REUTER'S AGENCY.]

THE DURBAR.
A POPULAR DAY.

LONDON, December 14th.

Delhi telegrams report that yesterday
was devoted to public celebrations. The
King received the native officers. Their
Majesties attended the people's fete, the
procession of Hindus, Mohammedans, and
Sikhs being most impressive, culminating
as they did in combined prayers for the
happiness of the Emperor and Empress and
in the singing of anthems.

THE TRANSFER OF THE CAPITAL.

LATER.

The *Times* Delhi correspondent states that
though the announcement of the transfer
of the capital has not aroused universal
enthusiasm it has had the remarkable effect
of having impressed the Indians with the
power and attributes of the Crown. The
spectacle of the Emperor announcing his
intention of transferring the capital struck
everybody dumb with awe.

The Emperor lays the foundation stone
of the city on the site of the Durbar camp.
Long despatches are published by show
that the decision to transfer the capital was
taken on the initiative of the Indian Gov-
ernment.

A despatch from the Government of India
to Lord Curzon of the 25th August gives
reason at exhaustive length for the change
and urges that the removal of the supreme
government from provincial environments
will facilitate the growth of local self-gov-
ernment on safe and sound lines. The
selection of Delhi would strike the imagina-
tion of the Indians and would send a wave

of enthusiasm through the country. It
points out that the partition of Bengal was
responsible for the growing estrangement
of Hindus and Mohammedans. A simple
recession of the partition was impossible,
but the scheme proposed should negative
the presumption that it was enacted by
agitation. It considers the presence of the
King-Emperor at Delhi a unique oppor-
tunity for the pronouncement. It was one
of the most weighty decisions in the history
of British India.

Lord Curzon in his despatch to Lord
Hardinge on the 1st November concludes
a lengthy review of the proposal, agreeing
that it was imperative to avoid delay.

Delhi telegrams state it is understood
that the new Governor of Bengal will be
appointed on the 1st April.

The change of the capital was made with
the full knowledge of the Indian chiefs,
who strongly supported the idea.

The Army is also delighted with the pro-
posed change.

THE SUGAR CONVENTION.

LONDON, December 14th.

Reuter's correspondent at Brussels states
that the Sugar Convention has been adjourned
until the 29th January in order to enable
the uninstructed delegates to consult their
Governments. The Convention is practically
agreed upon a compromise by which Russia,
when the harvest is abundant and prices rise
high, may export above 200,000 tons. The
difficulty is in fixing the new quota. It is
understood that Russia will be authorised to
export during the present season practically
the whole of her surplus.

SERIOUS RUSSO-TURKISH
SITUATION.

LONDON, December 14th.

The *Times* correspondent at Tiberias states
that the Russians will occupy Khoi, which
turns the Turkish western flank and may
lead to a serious Russo-Turkish situation.
It is believed that the Turkish army in Asia
Minor is mobilising.

THE ESPIONAGE CASE.

LONDON, December 14th.

Max Schulz, a British agent, who, with
others, was tried on a charge of espionage at
Leipzig, has been sentenced to seven years'
penal servitude. The sentences of the
others ranged from twelve months to two
and three years.

LATER.

Max Schulz, says that his arrest rendered
innocuous the association of spies in the
service of the "English Espionage Bureau."

THE ACCIDENT ON THE "ORION"

LONDON, December 14th.

The victims of the explosion on H.M.S.
Orion are progressing satisfactorily.

THE FINANCE BILL.

LONDON, December 14th.

The House of Commons has passed the
third reading of the Finance Bill.

["DAILY PRESS" EXCLUSIVE SERVICE.]

DEATH OF AN AMERICAN
NAVAL ATTACHE.

Tokyo, Dec. 14th.

Captain Shipley, the American
Naval Attaché in Tokyo, has died

suddenly, the cause of death being
apoplexy.

[THROUGH REUTER'S AGENCY.]

THE NORTH BORNEO COMPANY'S
DINNER.

LONDON, December 14.

The Rt. Hon. Harcourt was the chief
guest at the North Borneo Company's an-
nual dinner.

The Rt. Hon. Sir Joseph West Ridg-
way, who presided, said the company had
been acting the part of empire makers, and
were now reaping the results. The charter
involved great responsibilities, but the
company had done its best, and thanks to
rubber and the railway, was now on
velvet. The policy was one of
vigorous development. The Chairman
announced that he was leaving for Borneo
in a few days.

Mr. Harcourt dwelt on the prosperity of
Borneo, which asked for no grants in aid of
the country. The administration had been
most efficient and the progressive company
was really the responsible government. He
referred in glowing terms to the policy
pursued by the company and the results
achieved, and emphasised the national
importance of the scientific conservation of
forests.

The Rt. Hon. Alfred Lyttelton also
replied eulogistically, and spoke of the past
and future of the company.

SIR HORMUSJEE MODY'S WILL.

We are authorised to state that Probate
of the Will and Codicil of the late Sir H. N.
Mody, deceased, has now been granted to Sir
Paul Chater, Knight, C.M.G., one of the
executors.

The net value of the estate in Hongkong
has been sworn under \$1,846,000. This
does not include the value of the estate else-
where than in Hongkong. It is impossible
to gauge with accuracy the exact present
value of such outside estate, and especially
of that considerable portion of it which con-
sists of mining interests, the value of which
is dependent on development and on the
future. The pecuniary legacies of the de-
ceased are being paid, but the full realisa-
tion of the estate must necessarily be
gradual, and will take some considerable
time.

FIRES.

A small fire occurred in a tea shop at
West Point on Wednesday, but it was ex-
tinguished by the foks before any appreci-
able damage was done.

Yesterday morning fire was discovered to
have broken out in a house in Morrison Hill
Road Gap. The flames were soon quelled by
the police, but not before one man had been
so severely burned that he had to be sent
to the hospital.

ADMINISTRATION OF HONGKONG.

In the House of Commons on the 20th
ult., Colonel Yate (Melton, Opp.) asked the
Secretary of State for the Colonies whether
in view of the situation in Hongkong and the
strategic importance of Hongkong, he would
consider the question of the
adviseability of placing that colony under the
control of a military Governor, under
arrangements similar to those which now
existed in the case of Malta, Bermuda, and
such like important overseas naval bases.

Colonel Seely, who replied, said that his
Majesty's Government saw no reason for
altering the present system of administra-
tion.

SIR ROBERT HART'S WILL.

Sir Robert Hart, first baronet, for many
years Inspector-General of the Chinese Im-
perial Maritime Customs and Post, left estate
of the gross value of £140,250, of which the net
personality has been sworn at £139,919. He
left all his consumable stores to his wife
absolutely, and he left to her the use for life
of his household and personal effects, and an
annuity of £2,000, free of duty and income tax.
All other property he left to his son, Sir Edgar
Bruce Hart.

He stated that Chinese Loan bonds costing
£58,774, and leasehold premises, 26, Old Queen-
street, Westminster, and all houses and land
in China standing in his name were not his
property, but that of the Chinese Imperial
Maritime Customs Administration, and as such
should be handed over to his successor in the
Inspectorate-General.

AS GENTLE AS NATURE

The action of PINKLETS, the little Pink
Laxative, tiny but thorough, they dispel
constipation, ensure regularity, cure Bilious-
ness, aid digestion. Try them to-day. 1/6
Chemists price 6/6 each the trial or post free,
from The Dr. Williams' Medicine Co., 84,
Seelwa Road, Shanghai.

COMPANY MEETING.

H. PRICE & CO., LTD.

An extraordinary general meeting of
shareholders was held at the company's
office, 12, Queen's Road, yesterday, at
noon, at which the special resolutions for
changing the name of the company to
Gande, Price & Co., Ltd., for increasing the
capital to \$500,000, for increasing the num-
ber of directors from three to six, and for
reducing the directors' fee from \$750 a year,
for each director, to \$500 a year were dis-
cussed.

There were present Mr. Chan Kai Ming
(Chairman), Mr. A. Rumjahn (Managing
Director), Mr. Lau Po Wing, Mr. J. J.
Blake, Mr. Lo Tze Chun, Mr. D. Rumjahn,
and Mr. C. Mooney, representing 10,081
shares, and Mr. C. Bond (Secretary).

The Secretary having read the notice
calling the meeting,

The Chairman said:—Gentlemen.—The
notice embodying the special resolutions,
which the secretary has just read, has been
in your hands for more than seven days (the
time limit for service of notice according to
our articles to be at least seven days) and
I will explain to you, as fully as I can, the
reasons for calling this meeting.

Mr. J. W. Gande and Mr. H. Price were originally
partners who started business in this place
and in Shanghai under the name of Gande,
Price & Co. After doing business for a few
years, they dissolved partnership. Mr.
Gande keeping the Shanghai firm and Mr.
Price the Hongkong firm, but one of the
terms of the dissolution of partnership was
that neither of them should be at liberty
within the period of twenty-five years to
trade in the other's territories. "This proviso
is still binding on Messrs. J. W. Gande and
ourselves, we being successors to Mr. Price.

As you are aware, we had to establish an
agency in Weihaiwei last year for carrying
out our contract for supplying beer to the
British Fleet in that place, for which we had
to obtain the sanction of and to pay a cer-
tain royalty to Messrs. J. W. Gande & Co.,
and as enquiries from the north for our
wines are frequently received by us, your
directors think it advisable for your interests
and those of Messrs. J. W. Gande & Co.
to amalgamate from the 1st January next
year. As the name of Messrs. J. W. Gande
& Co. is very popular in Shanghai and
North China, we think it desirable that the
name "Gande" should be incorporated with
our name. We therefore propose to alter
our name to "Gande, Price & Co., Ltd."

From the date of amalgamation. As we
require additional capital for acquiring
Messrs. J. W. Gande & Co.'s business, and
for extending our operations in North China
and also in Formosa and Japan, in which
latter two places our branches are at present
doing very well, we propose to increase our
present capital, \$150,000, to a nominal capi-
tal of \$500,000. We require for this pur-
pose an additional capital of \$100,000, by
the issue of 10,000 shares, increasing the
paid up capital to \$250,000. Of the new
issue of 10,000 shares, 4,000 shares, each
\$10 paid up, will be issued to Messrs. J. W.
Gande & Co. for the value of their stock,
which is estimated at \$40,000. Their
stock will be taken over by us at laid down
cost, and the stock-taking and valuation will
be made by Messrs. Lowe, Bingham and
Matthews, the company's auditors. The
balance, 6,000 shares, will be offered to the
present shareholders, 7/6 per share, at \$2 premium
per share. The reason why we issue 4,000
shares to Messrs. J. W. Gande & Co. at par
is that we only pay them a very small sum,
\$10,000, for their goodwill, and in lieu of
cash of \$20,000, estimated value of their
stock, we will hand them 4,000 shares of \$10
paid up. Their books have been gone over
by Mr. Rumjahn, our managing director,
who has satisfied himself that they have
been making on the average for the last
three years a net profit of \$12,000 a year.

The price for the goodwill representing less
than one year's net profit is, we consider,
very cheap. You will remember that we
issued 3,000 shares at \$2 premium per share
in June last, and I am glad to inform you
that all these three thousand shares have
been taken up and paid for, and I hope the
6,000 shares we now propose to issue at the
same premium (\$2 per share), will be all
taken up. Our shares are quoted in the
Stock Exchange at \$12 per share. The next
resolution to be dealt with is the increase
of the number of directors. This we think
is necessary on account of the expansion of
our business. We therefore propose to
increase the present number of directors
from three to six, and you will see from
the last resolution that the present fee, which
is \$750 a year, for each director, will be
reduced to \$500 a year, so instead of paying
\$2,250 a year for three directors, it will
only cost the company \$750 more a year for
twice the number of directors. I think the
explanation I have given covers all the
ground, but if any of you require further
information, I shall endeavour to supply him
to the best of my ability.

Mr. MOONEY—Does the \$40,000 paid to
Messrs. J. W. Gande cover the actual
cost of the stock and goodwill?

THE CHAIRMAN—No, only the stock-in-
trade.

Mr. MOONEY—What did we pay for the
goodwill?

THE CHAIRMAN—\$10,000, which Messrs.
Gande took in shares. In all we paid \$50,000
for the whole business.

Mr. BLAKE—I think the shareholders
should be highly gratified at the manner
in which the directors worked to bring about
this amalgamation. Mr. Gande when he
was previously associated with the firm of
Price and Co., was a thorough worker, who
brought the company up to such an extent
and having been in China 33 years, I think
the firm is doing well in getting the na-
me of Gande in front of Price and Co. I would

THE REVOLUTION.

TROOPS FOR PAKHOI.

We learn that six steamers—four Nor-wegian and two German—have just been chartered by the Canton Government for the conveyance of about 6,000 troops to Pakhoi. It is currently reported that the British authorities object to British vessels being chartered for such purposes.

We are unable to learn authoritatively the exact object of this movement of troops, but according to current reports Pakhoi is not their final destination. Some apprehensions exist and these troops, it is said, are being sent into the neighbourhood of Linchow to guard against any danger of that character. For our part we attach no credence to this rumour, as it is extremely improbable that France would take a step which would not only excite the whole population of China but would also certainly incur the condemnation of all the Powers interested in the maintenance of the integrity of China.

YUAN SHIH-KAI ON THE CRISIS.

A LIMITED MONARCHY OR A REPUBLIC.

The following is the interview between The Times' representative in Peking and Yuan Shih-kai, of which a brief telegraphic summary has already been given.

This afternoon I had the privilege of a long conversation with Yuan Shih-kai. I found him in excellent health and full of courage, realizing the seriousness—almost hopelessness—of the task with which he is confronted, but determined to spare no effort to re-establish a stable Government and to preserve the country from disintegration.

With his object he is advocating the retention of the present dynasty as a limited Monarchy, fearing, if the demands of the Republic Party prevail and the dynasty is removed, that there would be internal wrangling leading to anarchy, in which foreign interests would suffer and foreign lives be endangered, and so foreign intervention and partition would follow. Already, he says, there are signs of disintegration among the Revolutionaries. Each province has its own objects and aspirations. The view of the North cannot be reconciled with that of the South. Their aims are widely divergent.

I suggested that the Revolutionary movement was a protest against the weakening of China against the impairment of her sovereign rights, and against the corrupt influences of a decadent Court, which had involved the Empire in disaster after disaster; that the forces of the Revolution were directed towards increasing the strength and solidity of the Empire and the people not towards disintegration.

The Prime Minister repeated his fear of the instability of a rampant democracy, of disintegration and partition. He thinks that the retention of the reigning family, deprived of all power to renew the misgovernment of the past, retained only as an emblem of Monarchy, would be a band that would ensure the integrity of the Empire.

I suggested that we had to face facts; that no fact was more insistent than the determination of a large number of the best provinces of China to permit to no form of compromise which permitted the retention of the present dynasty. I suggested that it was difficult to understand how the retention of an unpopular dynasty, so unfitted to rule as the present dynasty, could be a unifying force; it must inevitably be a disruptive influence.

The Prime Minister questioned the correctness of the view. He said he had studied China closely, especially during the last three years in retirement. He believed that seven-eighths of the population were still conservative and satisfied with the old regime; three-tenths only belonged to the advanced party. If the Revolutionaries should succeed in overthrowing the present dynasty, another revolution might take place, headed by the Conservatives, having for its object the restoration of the Monarchy. Amid such chaos all interests would suffer, and for several decades there would be no power in the Empire.

I suggested that a limited Monarchy, as in England, was an ideal form of government, but that our Monarchy was in the hands of those who could be trusted, whereas in the case of the Manchurian Monarchy the fact could not be disputed that it was enormously distrusted.

He said the Throne could not and would not attempt to evade the promises given on October 3rd and that next Friday the Regent would swear before the altars in the Temple of Ancestors that the Throne would be faithful to its promises.

THE MARINE PROJECT.

Then I spoke of the movement of which I telegraphed yesterday. The whole object is the voluntary withdrawal of the Court to Jehol pending the assembling of a national convention to ordain what form of government China shall adopt in the future, whether a limited Monarchy or a Federal Republic.

Yuan Shih-kai admitted that the scheme had been submitted to him, that it was supported by many reasonable men and could not be dismissed lightly, that for a week past he had given it constant thought, and that the question was still under consideration. What he fears is that the premature departure of the Imperial family might create unnecessary panic and cause the very bloodshed which he hopes will be avoided.

I was tempted to ask, but refrained, whether the rising of the Revolutionary flag by all the ships lately under the command of Admiral Sah Cheng-ping, who is himself a refugee, and their bombardment of the Imperialist troops at Hankow would influence the judgment or the fears of the Regent.

SUN YAT SEN.

FULL STORY OF HIS VISIT TO LONDON. Dr. Sun Yat Sen, the famous leader of the Chinese revolutionary movement, has just spent ten days in London, says the Evening Standard of the 22nd ult., and only his intimate friends were aware of the fact. Yesterday he organised of Young China left London, for China, where he is expected to arrive within twenty-eight days.

Our contemporary adds:—Last Friday week, we are informed, Sun Yat Sen arrived at Southampton from New

York on board the White Star liner Adriatic, and proceeded direct to London. Here he is regarded at the Savoy Hotel, under the Japanese name of Nakayama.

During his whole visit the famous Chinaman attempted not the slightest secrecy, and yet for more than a week he went about London totally unrecognised.

His assumed name also stood him in good stead on the liner, for he mixed amongst the passengers, and spoke freely with them without any suspecting his identity. Accompanying him on his travels are General Homer Lea, an American, who holds the rank of lieutenant-general in the Chinese army, and two secretaries.

Mrs. Cantile, wife of Dr. Cantile, the famous Harley-street physician, with whom Sun Yat Sen was closely in touch while in London, informed one of our representatives today that Sun Yat Sen was in splendid health, and never looked better in his life.

SUN YAT SEN'S IDEALS. "Sun Yat Sen told us," said Mrs. Cantile, "that events in China were in such a critical state that he had been asked to take charge of everything. While he was here a telegram came, addressed care of the Chinese Legation in London, containing a request from the provisional Government that Sun Yat Sen should become the new Premier."

"Sun Yat Sen will not listen to any suggestion for the retention of the Manchu dynasty, and he was anxious to have everything in such a state of preparedness that he might be able to take up the position of Premier, if necessary, on his arrival."

During his conversations Sun Yat Sen declared that the rebellion was rather premature, but that the reformers throughout China had seen that the Imperial troops were on their side, and there was thus a sort of spontaneous combustion. Sun Yat Sen himself had fully determined to be there at the time of the outbreak.

Mrs. Cantile also stated that Sun Yat Sen was proceeding to China in an endeavour to bring about peace. "If he is to become Premier," she declared, "the position, Sun Yat Sen insisted, must be offered to him by the people themselves. He is not playing for personal aggrandisement. Everything he does is for his country's good."

"While he was in London he saw many prominent British gentlemen in connection with affairs of State in China. All his telegrams from his people in China were received here."

"Sun Yat Sen is the image of his published photographs, and it amused us all that he could walk about so openly and yet not be recognised. Of course, had his incognito been penetrated, it would have greatly hampered his work, and would probably have resulted in a hurried departure from London."

Dr. Cantile explained that the rebellion had taken Dr. Sun Yat Sen quite by surprise. "It was not due for six or seven months," he said, "and it was precipitated by the disarming of a section of the Tartar troops. The insurrection would, otherwise, have been finished within three days, as every detail was being arranged."

Asked as to Dr. Sun Yat Sen's negotiations in London, Dr. Cantile said, "The chief object of his visit, of course, was financial, but Dr. Sun Yat Sen told me, subsequently, that he had found it necessary to raise money in this country."

THE AMAZON ARMY.

WOMEN SUPPLIED WITH RIFLES.

The Chinese Amazonian Army is not to be put down lightly, remarks the Shanghai Mercury; the ardour and enthusiasm of the petticoat brigade will not be dampened by the advice of a "mere man." Consequently the various units of the voluntary female battalions are still banded together and last week they received official recognition in no uncertain way. Permission was evidently granted by the authorities for the distribution of rifles and ammunition to the female fighters and when a band of the enthusiastic reformers marched to the Arsenal their demands were immediately complied with and the eagerly desired munitions were quickly forthcoming. One band of the women volunteers, it is understood, are presently in strict training under a leader of the sterner sex and are said to be engaging in the drilling operations with the keenest of interest. It is doubtful if the authorities have issued the rifles to them with any intention of utilising their services. The likelihood is rather that the request has been acceded to in order to please the women.

GERMAN ARMS SEIZED.

What appears to have been rather a high-handed proceeding on the part of the revolutionary party says the Shanghai Mercury has just come to light. It appears that about ten days ago—four cases of machine guns were shipped on board the H.A.L. steamer Sikiang, bound for Tsingtau and Tientsin. The cases containing the machine guns were all marked Von G.W.F. S.P.D. O.M.D. "Ostasiatische Marine detachment Tientsin," and were intended for use of the German garrison at Tientsin and the German Legation at Peking, while the case of sample guns were consigned to a private firm also in Tientsin. News of the shipment reached the ears of the revolutionary party, and thinking that the arms were intended for the Imperialists they sent a party of men to the vessel which they boarded and took away the cases of arms despite the protests of the Captain and officers of the vessel. The ship and the German Legation at Peking were at the time lying at the river and by the time news of the seizure had reached the ship's agents, the arms in question were safely stored in the Arsenal. The agents as soon as possible informed the German Consulate General of the proceedings and steps were at once taken in the matter and a formal protest was lodged by the authorities with Dr. Wu Ting-fang, Minister of Foreign Affairs, against the seizure of the arms which belonged to the German Government. The matter has been closely investigated by revolutionary officials, and last week the German Consulate was informed that the officials were satisfied in regard to the arms and that they would be returned to their owners. Accordingly a launch belonging to the H. A. L. Co. was despatched to the Arsenal where the arms were loaded on board and in the afternoon they were landed and taken to the German Consulate where they were examined and the marks and numbers checked, and they will now be forwarded to their proper destination as soon as convenient.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

London, November 15.

BRITISH POLITICAL CHANGES.

The selection of Mr. Bonar Law as the successor of Mr. Balfour in the leadership of the Conservative party is the result of a compromise, but it has much to commend it, all the same. Just as the present Pope was selected because of the rival claims of two or three evenly matched cardinals, so that someone outside the actual contest had to be hit upon, so Mr. Bonar Law comes in as the stop gap between the camps of Mr. Austen Chamberlain and Mr. Walter Long. He is an anti-Dilford and has nothing to do with the Halsbury Club, but it is recognised that after Mr. Balfour he is no only man on the Conservative side who can stand up to Lloyd George and measure equal dexterity with him. But it will take him a long time to gain the affection of all men as Mr. Balfour did. His speeches are bitter and in public life he looks the charlatan that has made men regret the retirement of Mr. Balfour from the leadership. In private life Mr. Law is a high-minded, charming cultured man, but in platform and House of Commons utterances he has a raucous tone that often stirs the far the wrong way without adequate cause. Perhaps he will soften the asperities now that greater responsibility is his. A Scotch-Canadian, he has been extremely successful in commerce and he looks and speaks a host of things from the commercial point of view. Thus when he said that "just as a famine in Ireland carried Cobden to success, so two bad winters would bring triumph to the cause of tariff reform. He was speaking in the way of commercial man, and with no tinge of sentiment on the one hand or hardness on the other. Yet that sentence is likely to be quoted against him very often by his enemies in the future. Mr. Balfour timed his resignation to a moody. Having subdued the rebels in his camp he gracefully retires with a wave of the hand, as though to say, "Very well, now make the best of it, you can." And, ever since, men of all shades of opinion have been echoing the words of Will Crooks, the Labour man, "Why, Balfour is hemphreys above them all." But there are a few, Mr. Asquith among them, who believe that this is only part of the humour of political life and presently the chief will return to his own. He is not so very old for English politics—only sixty-four. It is said his heart is weak, but maybe it will revive and presently the ranks of the party will again be ranged behind a Balfour in the fray.

Much praise has been given to the speech of Winston Churchill at the Guildhall on the navy. There was fear when he went to the Admiralty that the navy would be allowed to fall behind foreign competitors, but this Churchill flatly contradicts. Nevertheless there is much heart-burning at the recent reshuffle of the government places; so many small sized men have been put into large-sized places. Not that Churchill is a small-sized man; but he is an irritant and the plain-minded man had difficulty in following him. I suppose that in the higher ranges of society there is nobody more disliked, and it is well known that his mother, Mrs. George Cornwallis West, has smartly snubbed many a grande dame who presumed to criticise his turning to the Liberals. While that went on nobody was hurt and there was much amusement over the comedy, but if the gossips speak truly the men are now taking a hard with more serious results. I hear that at one of the swiftest West End hotels the other evening the Duke of Marlborough holly reproved a sprig of the nobility for a sneering reference to the new First Lord of the Admiralty, and when the acrimonious speaker not merely refused to withdraw the expression but repeated it with embellishments there was a very heated scene indeed. For the Duke and Cousin Winston, though keen political opponents, are close friends; and they share their pride in the family and jealousy of its traditions.

THE HONGKONG UNIVERSITY.

The university heads and others who are bent on establishing a university in Central China at Hankow, are sending out fresh appeals for funds just now on the ground that—"The present events force us to immediate action, and an appeal is made for a capital sum of £250,000 for the foundation of the University, the purchase of the site, the erection and equipment of the buildings, and the endowment of professorships. It is hoped that one half of this sum, £125,000, will be the British contribution towards the project and the other half will be contributed by America." The promoters argue, "The foundation of a University for Central China is desirable on the ground that in this way Great Britain and America can render to China at the present stage a service of incalculable and of far-reaching consequences from the intellectual, moral and religious standpoint. A sense of learning will be thus established in China which will be inspired by the best traditions of the co-operating Western Universities. The foundation of the University is also desirable on the ground that it will serve to maintain the commercial prestige of Great Britain and America and enable those countries to retain their commercial market in China in face of serious competition."

I fear these learned magistrates know little of China or Chinese character and less of commerce. The appeal is signed by the president of Magdalen College, Oxford, the master of Selwyn College, Cambridge, and Mr. Salisbury is taking an active part in the movement also.

GENEROUS FRANCE.

According to the report just presented to the French Chamber by the State auditors, there is an official in China who is in the fortunate position of drawing two salaries. He is paid

for being a Consul out East, and he is also paid for being an official in a department in Paris. This is but one of many matters that are being hotly criticised in Paris. In fact there are some very hot charges flying about, of waste and waste and waste. An admiral is not only drawing a pension, but also figures as the occupant of a very snug berth at the Marine Department. An official of the Department of Agriculture draws an "indemnity" of £720 a year from the contractors for a hard book. Funds voted for the relief of necessitous artists through the Department of Fine Arts have merely been distributed among retired officials. To crown all "extras" have been charged to an appalling total. For instance, many an official with an income of £1,000 a year has drawn six hundred more as "extras," without being called upon to do any travelling. It seems that a very nasty scandal is about to be exposed over it all.

LOCAL SPORT.

POLO.

The final match of the quarterly tournament takes place at Causeway Bay on Saturday, the 16th December, between the Civilians and the K.O.Y.L.L. at 4 p.m. The sides are as follows:

CIVILIANS. K.O.Y.L.L.
1. Mr. T. Forrest. 1. Mr. J. A. Jervois.
2. Mr. C. Lawder. 2. Mr. H. H. Kent.
3. Mr. C. H. Ross. 3. Capt. H. K. Hughes.
4. Mr. H. J. Geddis. 4. Capt. F. J. G. Agg.

NIPPON YUSEN KAISHA.

The report of the Nippon Yusen Kaisha for the first half of this year presents a satisfactory showing. During the term the company carried over 1,700,000 tons goods and over 115,000 passengers on various lines with 70 liners (237,000 tonnage) and 7 chartered steamers (26,070 ton) besides several steamers temporarily hired. The entire mileage reached over 1,670,000 knots. The proceeds netted during the period were over 2,670,000 yen, and the directors recommend to present the following plan of distribution before the coming general meeting of shareholders:

Balance brought over from previous year	Yen
Net receipts for the term	2,78,767
Total	3,53,356
Reserves	133,938
Reserves against the depreciation of navigation subsidy and encouragement funds	477,108
Funds for navigation extension and ship improvement	1,000,000
Allowance to directors and auditors	59,465
Dividend to shareholders (10 per cent. per annum, viz., 250 yen a share)	1,100,000
Balance carried forward to next term	799,644

A PROPOSED ANGLO-GERMAN EXHIBITION.

At a meeting of the Anglo-German Friendship Society held at the Mansion House last month under the presidency of the late Lord Mayor, it was suggested that with a view to promoting better relations between the peoples of the two countries, an Anglo-German Exhibition should be held in London in 1913. The idea has been favourably received in Great Britain and an influential committee has been formed to forward it, under the presidency of the present Lord Mayor, consisting of the Lord Chancellor, the Duke of Argyll, Lord Brassey, Lord Alvaury, Lord Weardale, Lord Courtney of Penwith, Lord Shuttleworth, Sir Frank Lascelles, Sir West Ridgway, Sir Vezey Strang, Sir William Mather, Sir Ernest Tritton, Mr. Henry Lawson, M.P., and Mr. Alfred de Rothschild, with Mr. Cyril Rhodes, the Hon. Secretary of the Anglo-German Friendship Society, as hon. secretary. In Germany the idea has also been sympathetically received in the circles concerned, but for obvious reasons, says a paragraph in The Times, there is hesitation to express a definite opinion as to the advisability of the project.

MME. BERNHARDT.

APPROACHING MARRIAGE OF THE FAMOUS ACTRESS.

Paris, and not only Paris, but the whole world, will be interested in an announcement that will be made very shortly, says the Standard's correspondent, of the marriage of Mme. Sarah Bernhardt with M. Lou Tellegen, a young Flemish actor of about twenty-six years of age. He has played at the Odéon and on other stages in subordinate parts, and was better known in Paris for his fine and handsome physique than for his artistic talents. He was a member of the troupe taken by Mme. Bernhardt on her last American tour, where, however, he was poorly paid, and was only seen in subordinate characters.

Recently, however, at Brighton, he played Armand in "Les Deux Femmes," and the passionate lover of the drama is soon to become the husband in real life. The recital of the great actress on the Paris stage after a prolonged absence took place when she reopened her own theatre by playing the leading role in the "Loretta Borgia" of Victor Hugo.

Paris is now curious to know how the news is taken by M. Maurice Bernhardt, who for some time past has managed his mother's affairs. Mme. Bernhardt is close upon seventy years of age—at least forty years the senior of her intended husband—and lately she has become a great-grandmother.

WEATHER REPORT.

The forecast for the 24 hours ending at noon to-day is as follows:—

FORECAST DISTRICT
* Hongkong & Neighbourhood
Formosa Channel ... N. & N.E. winds, strong.
South coast of China between Hongkong and Lemoock ... Same as No. 1.
South coast of China between Hongkong and Hainan ... Same as No. 1.
* N. winds, fresh, fine.

LATEST STEAMER MOVEMENTS.

The "Ben" Line str. *Benedict* from Antwerp, Middlebrook and London left Singapore on the 14th instant for this port.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR." Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees' risk and expense into the various and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriter.

DAVID SASSOON & Co., Ltd.
Agents.
Hongkong, 12th December, 1911. [1423]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

SPS. "NIPPON MARU."

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside. Cargo remaining undelivered on FRIDAY, the 15th inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be received after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, the 18th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged. All Claims must be filed on or before TUESDAY, the 26th inst., otherwise they will not be recognised.

K. MATSUDA.
Agent.
Hongkong, 12th December, 1911. [1424]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND." Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on the 18th inst. at 9.30 A.M.

All Claims must reach us before the 22nd inst., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

NORDEUTSCHER LLOYD, BREMEN, MELBURN & Co., General Agents.
Hongkong, 11th December, 1911. [5]

FROM EUROPE.

THE H.A.L. Steamship

"DORTMUND."

Captain Buldt, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given To-day. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godown, where they will be examined on the 16th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever. This Steamer brings on Cargo: Ex s.s. "Ferdinand" from Stettin. Ex s.s. "Liberia" from Havre. Ex s.s. "Jalo" from Bremen. Ex s.s. "Fiben" from Skien.

HAMBURG-AMERICA LINE, Hongkong Office.
Hongkong, 11th December, 1911. [1417]

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THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold No. 4 since 1831.

SCOTCH WHISKY.

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CHRISTMAS AND NEW SEASON'S GOODS.

EXTRA FINE DIAMOND JEWELLERY

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IN GREAT VARIETY.

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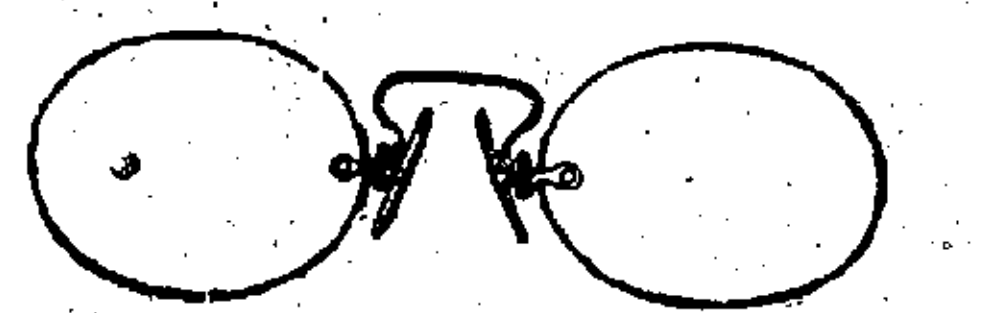
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of all descriptions.

[256]



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Lenses Ground on the Premises.

LARK & Co. SCIENTIFIC OPTICIANS YORK BLDGS. CHATER RD HONGKONG

[1223]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Interest on deposits is allowed at $\frac{3}{4}$ per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the **HONGKONG AND SHANGHAI BANKING CORPORATION** on **FIXED DEPOSIT** at $\frac{4}{4}$ per cent. per annum.

For the **HONGKONG AND SHANGHAI BANKING CORPORATION.**

N. J. STABB,
Chief Manager.

Hongkong, 24th January, 1911. 72

441 Turn the Best Printing at Macmillan

SHIPPING

ARRIVALS.

CHONGSHING, British str., 1,223, V. Liddell, 14th Dec.—Tientsin and Weihaiwei 8th Dec. General—Jardine, Matheson & Co.
DOVRE, Norwegian str., 733, Siperland, 13th Dec.—Macao 13th Dec., General W. V. & Co.

LINAR, British str., 1,351, C. C. Williams, 14th Dec.—Shanghai 10th Dec., General—Butterfield & Swire.

PRING LUDWIG, German str., 5,688, F. v. Binner, 13th Dec.—Hamburg 2nd Nov., Mail and General—Melchers & Co.

SABINE RICKMERS, Dutch str., 573, D. E. Hoove, 14th Dec.—Amoy 13th Dec., Beans oil—Asiatic Petroleum Co.

SITKONTA, German str., 3,544, B. Kolata, 13th Dec.—Shanghai 10th Dec., General—Hamburg-Amerika Linie.

TAMSU, British str., 967, J. McCulloch, 13th Dec.—Choofoo and Weihaiwei 8th Dec., General—Butterfield & Swire.

TRENKAL, British str., 3,210, J. A. Davis, 14th Dec.—Singapore 7th Dec., General—Butterfield & Swire.

TUNG WAH, British str., 745, Newbery, 13th Dec.—Tientsin 7th Dec., General—China Merchants Co.

YUNWAN, British str., 1,206, G. W. Eady, 13th Dec.—Mojito 8th Dec., Coal—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

14th December.

Huiching, British str., for Swatow.

Pring Ludwig, German str., for Shanghai.

Signat, German str., for Swatow.

Trenkal, British str., for Shanghai.

Tung Wah, British str., for Canton.

Wuiching, British str., for Shanghai.

DEPARTURES.

14th December.

CHENAN, British str., for Shanghai.

CHOWSANG, British str., for Shanghai.

HUNAN, British str., for Canton.

HUPPE, British str., for Swatow.

KIUKANG, British str., for Shanghai.

LINAR, British str., for Canton.

PALAWAN, British str., for Singapore.

SABINE RICKMERS, Ger str., for Haiphong.

SITKONTA, British str., for Haiphong.

YESAN MARU, Japanese str., for Mitko.

SHIPPING REPORT.

The British str. Linar reports: Moderate monsoon.

PASSENGERS.

ARRIVED.

Per Linar, from Shanghai, Mrs McCulloch and Mr Hume.

Per Pring Ludwig, for Hongkong, from Hamburg, Mr W. Nassau, from Southampton, Mrs Cathr. Jack, Master Arthur Lawrence, The Yensan Archdeacon White, Mr Fred G. Thompson, Mr and Mrs I. Finchetti, from Aden, Mr Joco Carlos da Costa de Souza de Macedo, from Genoa, Mr and Mrs Luis R. Yanco, Mr Bodeley, Mr and Mrs P. A. Meyer, Mr Hans Springli, Mr Carlos Gell, Consul Dr. Mezz, Rev. and Mrs C. W. Reeves, Monsieur P. Siochi, Fraulein Eva Paried, Mr Missupar Jock, Rev. Ludw. Venz and party, Mr G. Reus, Mr Ernst Niewergelt, Mr Paul Jacq, Mr Alfred Peters, Mr H. and Mrs G. Gotsch, and Mr Karl Weller, from Gibraltar, Mr Victor Benecchino, Mr Victor Lopez Robredo, from Singapore, Mr N. Volham, Mr I. F. H. Schmuck, Dr. D. J. Forme and Miss Yamogishi.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. Togo Maru sailed from Yokohama on the 12th inst. for Hongkong, and is expected to arrive at this port or about the 19th inst.

The P.M. str. Persia sailed from San Francisco November 29th for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai and is due here on December 27th.

The P.M. S.S. Co. str. Fores sailed from San Francisco December 6th for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due here on January 2nd.

THE AUSTRALIAN MAIL.

The E. & A. steamer Empire left Sydney on November 26th for this port, via Queensland ports, Port Darwin and Manila.

The N.Y.K. str. Kumano Maru (Australian Line) left Sydney for this port on the 29th November, and is expected here on the 18th inst.

THE INDIAN MAIL.

The S.S. A. Agar from Calcutta left Singapore on Friday 8th inst., afternoon and may be expected here to-day.

The Agar str. Lightening from Calcutta left Singapore on the 12th inst. afternoon, and may be expected here on or about the 19th inst.

The N.Y.K. str. Kure Maru (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 30th November and is expected here on the 19th inst.

MERCHANT STEAMERS.

The Russian str. Peter Berg left Vladivostok via Moji for this port, and is due to arrive here to-day.

The H.A.L. S.S. Aragonia left Sabang on the 5th inst. p.m. and may be expected here to-day.

The Austrian Lloyd's str. Persia left Singapore for this port on the 8th inst., and will arrive here to-day.

The "Shiro" Line str. Pembrokehire left Singapore for Hongkong on the 10th inst., and may be expected here on or about the 17th inst.

The P. & O. S.N. Co's str. Nore left Singapore for this port on the 12th inst. at 6 a.m., and is due here on the 17th inst. at about noon.

The H.A. Line str. Segont left Singapore on the 12th inst. a.m., and may be expected here on or about the 17th inst. p.m.

The S.C. Canton consigned to Olof Wijk & Co. left Sui on the 4th inst. and is expected here on or about the 2nd of January next.

The T.K.K. str. Shingo Maru, sailed from San Francisco on the 13th inst. for Hongkong, and is due at Hongkong on the 9th prox.

The T.K.K. str. Kyo Maru sailed from Salina Cruz on the 12th inst. for Hongkong.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship.

"PERSIA"

Captain Chinnock will leave for the above places TO-MORROW, the 16th inst., at 5 P.M.

This Steamer has capital accommodation for passengers. Electric Light, carries a Doctor and Stewardess.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Building.

Hongkong, 12th December, 1911. [3]

For SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR"

Captain G. F. Hudon, will be despatched for the above Ports on MONDAY, the 18th inst., at noon.

The Steamer has superior accommodation for passengers. is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (Occupying 20 Days).

Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fare for round trip, \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 12th December, 1911. [1416]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"HIMALAYA"

Captain D. C. Gregor, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 23rd Dec., 1911, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s str. "MONGOLIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the str. "PERSIA," due in London on the 3rd February, 1912.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 14th December, 1911. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS to SOUTH AFRICA, PERSIA, GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"E. FRANZ FEDINAND"

Captain Pavissich, will be despatched as above on MONDAY, 26th DEC., 2 P.M.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Prince's Buildings.

Hongkong, 18th November, 1911. [3]

HONGKONG—BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "INDRAVELLI" On or about 26th Dec.

For freight and further information apply to—

WM. POWELL, GIGANTIC LTD.

TELEPHONE 346.

XMAS BAZAAR. NOW OPEN

DOLLS, GAMES, MECHANICAL TOYS, FUR ANIMALS, ETC., ETC.

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GARNER, QUELCH & Co.,

WINE MERCHANTS,

DES VŒUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of World-wide reputation.

[1427]

Messrs. The

IMPORTANT!

Midland Rubber Company Limited of Birmingham, England

are open to appoint buying Agents in various districts for the sale of their well-known goods. The Midland Rubber Company has been established as manufacturers for over 55 YEARS—one of the oldest in England) and specialise in the following goods:

Motor and Cycle Covers and Tubes in all patterns: Solid Tyres suitable for Motor and all classes of vehicles: Football Bladders, Golf Balls and Rubber Sporting Goods of all kinds: Motor and Cycle Rubber Goods, Pedal and Brake Rubbers, Cyclotron Bulbs, etc., etc.: Motor Cycle Tyres, Tubes and Belts: Rubber Mats, Matting and Tiling: Moulded Rubber Goods, Packings, Sheetings, Valve Rubber and Mechanical Rubber Goods of every description: Hoses and Mining Goods. "Anything made in Rubber" by patent Electrical and Hydraulic Machinery.

PLEASE LET US KNOW WHAT YOU ARE INTERESTED IN

Complete lists and particulars on application.

Government Official Contractors to His Majesty's Admiralty, War Office, principal Municipal bodies, Home and Colonial Railways, &c.

ALL GOODS BRITISH MADE AND FULLY GUARANTEED

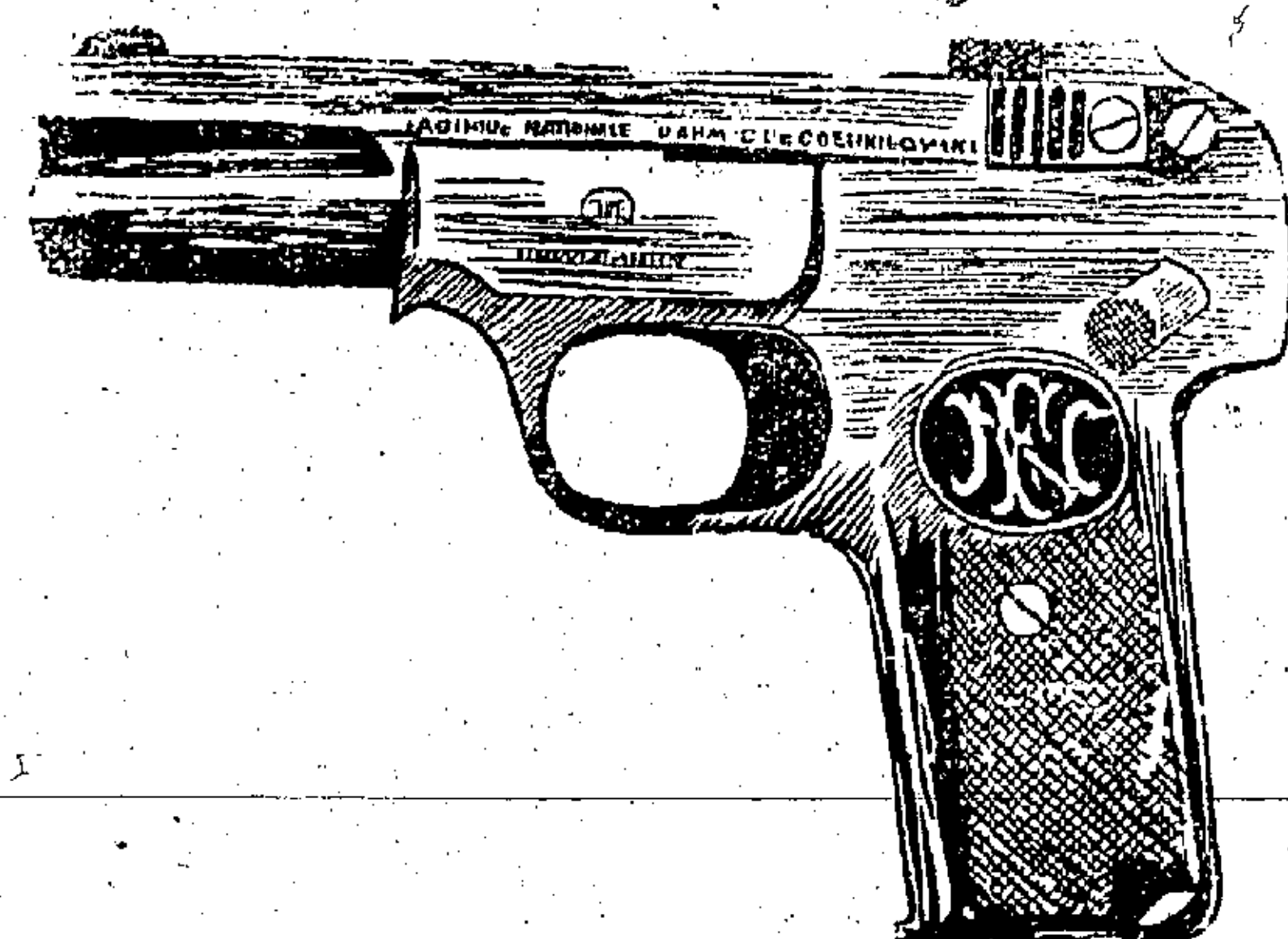
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SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

TAIKOO DOCKYARD & SHIPBUILDING CO. LTD.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

GIGANTIC SALE OF RECORDS 8000 VICTOR RECORDS FROM 50 CENTS. ROBINSONS.



Automatic Pocket Pistol "Browning," 8 shots in 2 seconds, and ammunition to fit.

SIEMSEN & Co., (MACHINERY DEPT.), HONGKONG.

533]



JAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & Co.,

and from ALL WINE MERCHANTS.

756

LADIES: YOUR KIND ATTENTION PLEASE!

JUST UNPACKED!

GOLD and Silver Fringes for Ball Dresses and for Tassels, 1, 1 1/2, 2, 3, 3 1/2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 7

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE (NORE)	DEYANHA	About 18th Dec.	Freight and Passage.
SHANGHAI	DEYANHA	About 21st Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	DEYANHA	Noon 25th Dec.	See Special Advertisement.

For Further Particulars apply to
H. A. HEWETT, Superintendent.
Hongkong, 14th December, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 16th Dec. Midnight
MANILA, CEBU & ILOILO	"TEAN"	On 19th Dec. 4 P.M.
SHANGHAI	"CHINHUA"	On 21st Dec. 4 P.M.
MANILA, ZAMBOANGA, THURS.	"TAIYUAN"	On 22nd Dec. 4 P.M.
DAY ISLAND, COOKTOWN, CALANS, TOWNVILLE, BRIS.	"ANHUI"	On 23rd Dec. Midnight
SHANGHAI	"LINTAN"	On 25th Dec. 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REduced FARES: SINGLE \$15 RETURN \$75. BUTTERFIELD & SWIRE, AGENTS. Hongkong, 15th December, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	S.S. SEGOWIA	18th Dec.
	S.S. SILESIA	1st Jan.
	S.S. AMERICA	10th Jan.
	S.S. GOLDENFELS	24th Jan.
	S.S. FREUDEN	6th Feb.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 14th December, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Saturday, 16th Dec., 2 P.M.
SHANGHAI	"HANGSANG"	Tuesday, 19th Dec., D'light
SANDAKAN	"MAUSANG"	Friday, 22nd Dec., Noon
MANILA	"YUENSANG"	Saturday, 23rd Dec., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wed'day, 27th Dec., 3 P.M.
SHANGHAI, KOBE AND MOJI	"FOOKSANG"	Friday, 29th Dec., Noon

RETURN TOURS TO JAPAN

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Tientsin, Weihaiwei, Chefoo, Nantun and Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Pahang, Data, Simpang, Tawau, Venau, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 15th December, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 15th Dec. at 11 a.m.
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 19th Dec. at 11 a.m.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—DOUGLAS, LARPAK & Co., GENERAL MANAGERS.

Hongkong, 16th November, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon
TENYO MARU	11,000	E. Bent	FRIDAY, 29th Dec., at Noon
SHIYO MARU	11,000	H. Smith	FRIDAY, 19th Jan., Noon 1912
CHIYO MARU	11,000	W. W. Greene	FRIDAY, 16th Feb. 1912

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 29th December, at Noon.

INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU" 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,500	TUESDAY, 11th Feb., at Noon 1912
HIYO MARU	10,500	TUESDAY, 9th April, at Noon
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via UJJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 11th February, at Noon.

FARES FROM HONGKONG:

To LONDON	£71-0-0
To VALPARAISO	£57-0-0

Fares by INTERMEDIATE STEAMER.

To HONOLULU	£20-0-0
To SAN FRANCISCO	£25-0-0
To CHICAGO	£35-10-0
To NEW YORK	£40-0-0
To LONDON VIA NEW YORK	£45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned. These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU", "CHIYO MARU" and "SHIYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 2 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS	DATE OF SAILING
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	WED' DAY, 27th Dec., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 9th Jan. at 11 A.M. 1912.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle

Vancouver, Portland, and San Francisco	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair-speed. Superior accommodation forsteering Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Measure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	DATE OF SAILING
TAMUI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 17th Dec., at 10 A.M.
FOOCHOW VIA SWATOW AND AMOY	"CHOSHUN MARU"	WED' DAY, 20th Dec., at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROU, MANAGER

772-778

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano,

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 20th Dec., 1911, at 9 A.M.

For Passage and Freight apply to P. THOMAS, M.M. Co.'s AGENT.

2

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due		
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH		
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANPUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANIA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALOVA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	11000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change 8 steamers at COLOMBO, with exception of s.s. "INDIA" and also for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

1st SALOON £71-0-0 SINGLE £25-15-0 RETURN.

2nd SALOON £48-0-0 SINGLE £16-15-0 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG		Due LONDON	
	about		about	
	Tonnage			
NYANZA	7000	February 7	March 22	
NILE	7000	March 6	April 13	
NUBIA	6000	April 3	May 17	
SUMATRA	5000	April 17	May 31	
NAMUR	7000	May 1	June 14	
PALAWAN	5000	May 15	June 29	
BORNEO	5000	May 29	July 13	
SYRIA	7000	June 12	July 27	
NORE	7000	June 26	August 10	

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55-0-0 SINGLE £22-10-0 RETURN.

2nd SALOON £38-10-0 SINGLE £15-10-0 RETURN.

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	MIYASAKI MARU	9,000	WED' DAY, 20th Dec., at Daylight.
	KAWACHI MARU	7,000	FRIDAY, 22nd Dec.
	KITANO MARU	9,000	WED' DAY, 3rd Jan., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU	7,000	SATURDAY, 30th Dec., from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	TAMBA MARU	7,000	TUESDAY, 2nd Jan., at Noon.
	NIKKO MARU	6,000	FRIDAY, 22nd Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	6,000	FRIDAY, 19th Jan., at Noon
SHANGHAI, MOJI, & KOBE	WAKASA MARU	7,000	WEDNESDAY, 20th Dec.
OBÉ and YOKOHAMA	HIRANO MARU	9,000	THURSDAY 21st Dec., at 11 a.m.
SHANGHAI, KOBE AND YOKOHAMA	KUMANO MARU	6,000	WED' DAY, 20th Dec.
AMERICA, &c.	AWA MARU	7,000	TUESDAY, 30th January, 1912.

\$ Fitted with New System of Wireless Telegraphy. * Carries 1st & 2nd Class Passengers & Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"TENSHIN MARU," 4,000 tons, C. I. I. Noma, Saturday, Dec. 16th

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	TONS	CAPTAIN	From Hongkong
TANGO MARU	8,000	K. Kamae	February 14th
KAMO	7,000	F. L. Sommer	February 28th
AKI	7,000	K. Homma	March 13th
MISHIMA	9,000	A. C. Moses	March 27th
KAGA	7,000	M. Hagino	April 10th
ATSUTA	9,000	Wm. Thompson	April 24th
HITACHI	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Murai	May 22nd

FOR SEATTLE.

STEAMER	TONS	CAPTAIN	From Hongkong
JNABA MARU	7,000	S. Tomimaga	February 27th
TAMBA	7,000	K. Noda	March 26th
SINUKI	7,980	—	April 9th
AWA	7,000	T. Iizawa	April 23rd
INABA	7,000	S. Tomimaga	May 21st

For further information, apply to—

T. KUSUMOTO, MANAGER.

[1061-14-40]

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO VANCOUVER, B.C. SEATTLE & PORTLAND (Or.).

SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

For VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).	For MANILA.
RYGJA ... 20th Dec. 1912	KUMERIC ... 3rd Jan.
SUVERIC ... 9th Jan.	

To be followed by other Steamers of the Company at regular intervals.
Calling at AVOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric-Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Telephone No. 780, King's Building, Praya Central.

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNEDIN" 3,000 tons ... to be despatched End January, 1912.
S.S. "KATANGA" 5,600 tons ... to follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG:	FROM COLOMBO:
23rd December	10th January, 1912.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE. REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE. THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

PROPOSED SAILINGS.	FROM CALCUTTA:
	End November.

Next Departure.
For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

Empress, 31st October, 1911.

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG.	(SUBJECT TO ALTERATION.)
STEAMERS	SAILING DATES
MONGOLIA 27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA 18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA 18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA 27,000	SATURDAY, 1st Feb., at 1 P.M.
MONGOLIA 27,000	SATURDAY, 2nd March, at 1 P.M.
KOREA 18,000	TUESDAY, 2nd April, at 1 P.M.
SIBERIA 18,000	TUESDAY, 16th April, at 1 P.M.
MANCHURIA 27,000	TUESDAY, 30th April, at 1 P.M.

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, SATURDAY, 16th December, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BREATH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA	9,000 Tons	FRIDAY,	5th Jan., at 1 P.M.
CHINA	10,200 Tons	FRIDAY,	2nd Feb., at 1 P.M.
PERSIA	9,000 Tons	TUESDAY,	26th Mar., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, 5th Jan., at 1 P.M.
On the Fine MAIL Steamers, CHINA and PERSIA First Class.
SALOON SERVICE is furnished at Intermediate Rates.
FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.
HONGKONG TO SAN FRANCISCO via New York " " £25.
Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passage and Freight, apply to the Agency of the Companies.
KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, KOBE & MOJI	"CANTON"	6,500	2nd January.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
YORK BUILDINGS TOP FLOOR.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 3 TO 7 DAYS' OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.		
From Hongkong.		From St. John N.B.
"MONTEAGLE" ...	SAT. 30th Dec. 1912	1912
"EMPRESS OF INDIA" ...	SAT. 27th Jan.	"EMPRESS OF IRELAND" FEB. 23rd Feb.
"EMPRESS OF JAPAN" ...	SAT. 24th Feb.	"EMPRESS OF IRELAND" Feb. 2nd Mar.
"MONTEAGLE" ...	SAT. 28th Apr.	"EMPRESS OF IRELAND" Feb. 19th Apr.
"EMPRESS OF INDIA" ...	SAT. 20th Apr.	"EMPRESS OF IRELAND" — 17th May.

Steamships leave HONGKONG at 7 A.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, all call at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN with the Company's Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers " " £43 " " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" or the Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information: Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya opposite Blake Pier.

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PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	DATE OF DEPARTURE
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
"DERFFLINGER"	17,300 "	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH"	16,000 "	ON MARCH 5TH.
"YORCK"	17,000 "	ON MARCH 20TH.
"PRINZESS ALICE"	20,300 "	ON APRIL 2ND.
"LUETZOW"	17,300 "	ON APRIL 17TH.
"KLEIST"	17,000 "	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA—DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGERS, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy, (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

TO MANILA, SINGAPORE, SHANGHAI, YOKOHAMA, KOBE, YOKOHAMA, MANILA, YAP, ANGAUR, SAMAR, RAJ, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.

MANILA, YAP, ANGAUR, SAMAR, RAJ, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.	"PRINZ SIGISMUND"	Saturday, 30th Dec., at 10 A.M.
KUDAT and SANDAKAN	"BORNEO"	Saturday, 16th Dec., at 10 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 13th December, 1911.

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JAVA-CHINA-JAPAN LIJN REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	...	JAPAN	First half of Dec.
TJIMANOEK	JAPAN	...	JAVA	First half of Dec.
TJIBODAS	JAVA	...	SHANGHAI	First half of Dec.
TJIMAH	JAVA	...	JAPAN	Second half of Dec.
TJILIWONG	JAVA	...	JAPAN	First half of Jan.
TJIPANAS	JAVA	...	JAVA	First half of Jan.
TJILATJAP	JAVA	...	SHANGHAI	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

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SPECIAL OFFER!

HOEHL

CHAMPAGNE

Gout Americain.

FOR

X'MAS and NEW YEAR'S DAY.

You must have your

HOEHL CHAMPAGNE

which will be OBTAINABLE DURING the month
of DECEMBER ONLY:
at the following REDUCED PRICES:

Cases @ 12 Quarts.....\$33.00 (instead of \$36.00)

" @ 24 Pints.....\$35.00 (instead of \$38.00)

CASES @ 12 PINTS.....\$17.50 (instead of \$19.00)

(Household packing)

DELIVERY FREE to any House in the.
Hill-District, Central-City and Kowloon.
CONDITION CASH ON DELIVERY.

Obtainable from the Sole Representative for Hongkong and
South China:

HUGO C. A. FROMM,

4, QUEEN'S BUILDINGS, 3RD FLOOR. TEL. NO. 980.

Hongkong, 13th December, 1911.

POST OFFICE NOTICE

The Tashir, with the SIBERIAN MAIL, is due to arrive here on Sunday, the 17th inst.

FOR	PER	DATES
Swatow and Deli	Signal	Friday, 15th, 8.00 A.M.
Takao	Tokyo	Friday, 15th, 8.03 A.M.
Swatow, Amoy and Foochow	Haiching	Friday, 15th, 10.00 A.M.
Kudat and Sandakan	Borneo	Saturday, 16th, 9.00 A.M.
Saigon	Europe	Saturday, 16th, 9.00 A.M.
Fort Bayard	Typhoon	Saturday, 16th, 10.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya		Saturday, 16th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Mongolia	Registration, with late fee of 10 cents, up to 11.00 A.M.
SIBERIAN MAIL TO EUROPE		Registration, with late fee of 10 cents, up to 11.00 A.M.
Manila, Cebu, and Iloilo	Loongang	Saturday, 16th, 1.03 P.M.
Macao	Sui Tai	Saturday, 16th, 1.15 P.M.
Shanghai, Yokohama and Kobe	Persia	Saturday, 16th, 4.00 P.M.
Shanghai	Linnan	Saturday, 16th, 5.00 P.M.
SIBERIAN MAIL TO EUROPE		Registration, 5.00 P.M.
Swatow, Amoy and Tamsui	Daigi Maru	Sunday, 17th, 9.00 A.M.
Shanghai, Kobe, Yokohama and Moji	Aratono Appear	Monday, 18th, 11.00 A.M.
Macao	Sui Tai	Monday, 18th, 1.15 P.M.
Shanghai	Hanang	Monday, 18th, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	Pembrokehire	Tuesday, 19th, 10.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 19th, 10.00 A.M.
EUROPE, &c. India via Tattocria. Late Letters 11.00 Noon. Extra Postage 10 cents. Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.	Armand Behic	Registration with late fee of 10 cents, up to 11.45 A.M. Reg. Kowloon B.O. at 9.30. Letters 11.00 A.M.
Macao	Sui Tai	Tuesday, 19th, 1.15 P.M.
Singapore, Penang and Calcutta	Gregory Appear	Tuesday, 19th, 3.00 P.M.
Manila, Iloilo and Cebu	Teau	Tuesday, 19th, 3.00 P.M.
Singapore, Penang and Colombo	Myasaki Maru	Tuesday, 19th, 5.00 P.M.
SHANGHAI, MOJI, KOBE, YOKOHAMA, VICTORIA, VANCOUVER, SEATTLE and PORTLAND	Egypt	Wednesday, 20th, 9.00 A.M.
Nagasaki, Kobe and Yokohama	Kumano Maru	Wednesday, 20th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 20th, 1.15 P.M.
Manila, Mangarin, Iloilo and Cebu	Zafro	Wednesday, 20th, 3.00 P.M.
Shanghai	Chinshua	Thursday, 21st, 3.00 P.M.
Sandakan	Mausang	Friday, 22nd, 11.00 A.M.
Manila Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston N.W. Zealand, Melbourne, Dunedin, Adelaide, Perth, and Fremantle	Nikko Maru	Friday, 22nd, 11.00 A.M.
EUROPE, &c. INDIA via Tattocria. (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The P. reel mail will be closed on Friday 22nd inst at 5.0 P.M.		
Manila, Cebu and Iloilo	Yuenang	Saturday, 23rd, 1.00 P.M.
Shanghai	Anhui	Saturday, 23rd, 5.00 P.M.
SIBERIAN MAIL TO EUROPE		Registration, 5.00 P.M.
Singapore, Penang and Calcutta	Kutsang	Wednesday, 27th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, and Yokohama	Fooksang	Friday, 29th, 11.00 A.M.
Manila, Cebu, Iloilo, Amoy, Yaw, Friedrich, Wilhelmshafen, Rubeau, Herberstahne, Mafup, Samarai, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth, and Fremantle	Prince Stigismund	Saturday, 30th, 9.00 A.M.
Manila, Mangarin, Iloilo and Cebu	Eubi	Saturday, 30th, 3.00 P.M.

MONEY LETTERS.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO enquiries into alleged losses of such (Postal Guide 121).
Mails for *CAMBODIA, *WUCHOW and *SAMSRUI will be closed on week-days at 9.00 a.m. and at 6 p.m. until further notice.
A Mail for MACAO is despatched per s.s. Sui An on week-days at 7.15 a.m. On Sunday the mail for MACAO is closed at 8 a.m.
Mails for NANTAI and SWATOW are closed every week-day at 6 p.m.
Mails for *KONKOR and *KUMONK are closed on week-days at 6 p.m. On Sundays the mails are closed at 9 a.m.
A mail for Long Island (Cheung Chow) will be despatched per steam launch Cheung Chow daily at 1.30 p.m.
No mails are despatched to these places on Saturday evenings, unless previously notified.

REGISTRATION.—Correspondence can be registered for mails to Europe, Canada and America up to an hour before the time of closing. With a late fee of 10 cents, registered articles (for despatch by these packets) will be accepted up to a quarter of an hour before the time of closing. Ordinary mail. Registered mails to Shanghai, Japan, Straits, India, Manila and Australia, or other than contract packets, close half an hour before the ordinary mails and to the Coast Port quarter of an hour before the ordinary mails.

COMMERCIAL.

CLOSING QUOTATIONS.

December 14th.

ON LONDON:	
Telegraphic Transfer	110 1/2
Bank Bills, on demand	110 1/2
Bank Bills, 30 days' sight	110 1/2
Bank Bills, at 4 months' sight	110 1/2
Credits, at 4 months' sight	110 1/2
Documentary Bills (4 months' sight)	110 1/2
ON PARIS:	
Bank Bills, on demand	235
Credits, at 4 months' sight	239 1/2
ON GERMANY:	
On demand	190 1/2
ON NEW YORK:	
Bank Bills, on demand	45 1/2
Credits, at 60 days' sight	46 1/2
ON BOMBAY:	
Telegraphic Transfer	139
Bank, on demand	139 1/2
ON CALCUTTA:	
Telegraphic Transfer	139
Bank, on demand	139 1/2
ON SHANGHAI:	
Bank, at sight	75 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA:	
On demand—Pesos	91
ON SINGAPORE:	
On demand	79 1/2
ON BATAVIA:	
On demand	111 1/2
ON HAIKONG:	
On demand	4 1/2 p.m.
ON SAIGON:	
On demand	per
ON BANGKOK:	
On demand	81 1/2
Sovereigns, Bank's Buying Rate	\$10.70
Gold Leaf, 100 fine, per tola	\$36.30
Silver, per oz.	25 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$5.00 discount
Chinese	10 "	\$5.35 "
Hongkong	20 "	\$4.98 "
Hongkong	10 "	\$5.10 "

SHARE LIST—QUOTATIONS. HONGKONG, DECEMBER 14th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	UNPAID QUOTATIONS CASE.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$855
China Borneo Company, Limited	60,000	\$12	all	\$10, sellers
China Light and Power Company, Limited	50,000	\$1	all	\$1.10, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8.20, buyers
COTTON MILLS.				
Woo Cotton Spinning & Weaving Co., Ltd.	20,000	\$10	all	\$1.95
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$1.43
International Cotton Spinning Co., Ltd.	10,000	\$10	all	\$1.51
Loon-King Cotton Spinning Co., Ltd.	8,000	\$10	all	\$1.55
Soy Chee Cotton Spinning Co., Limited	20,000	\$10	all	\$1.29
Dairy Farm Company, Limited	40,000	\$12	all	\$2.1
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sal. & bu.
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$41, sellers
New Amoy Dock Co., Limited	10,000	\$50	all	\$7, buyers
Shanghai Dock and Engineering Co., Ltd.	36,000	\$100	all	\$1.57
Shanghai and Hongkong Wharf Co., Ltd.	40,000	\$10	all	\$3.1, sal. & bu.
Green Island Cement Co., Limited	7,000	\$10	all	\$2.7
Hongkong and China Gas Co., Limited	60,000	\$10	all	\$21, buyers
Hongkong Electric Co., Limited	12,000	\$50	all	\$11.9
Hongkong Hotel Company, Limited	8,000	\$10	all	\$75
Manila Metropole Hotel Limited	15,000	\$10	all	\$10
Hongkong Ice Company, Limited	50,000	\$10	all	\$210, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$5, buyers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$136, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$125, buyers
China Traders Insurance Co., Limited	24,000	\$23.33	\$25	\$105.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$352
North-China Insurance Co., Limited	10,000	\$15	\$25	\$1.145
Union Insurance Society, Limited	12,400	\$250	\$100	\$825, seller
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$210, @ Ex 73
LAND AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$102, sal. & sel.
Hampshire Estate and Finance Co., Ltd.	150,000	\$10	all	\$61, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$10	\$50, sellers
Shanghai Land Investment Co., Limited	75,000	\$10	all	\$1.95
West Point Building Co., Limited	12,500	\$50	all	\$48, buyers
Matsechapij tot Mij, Bosch-on	25,000	Gds. 10	all	\$1.54
Landbouw exploitatie in Langkat				
MINING.				
Societe Francaise des Charbons du Tonkin	16,000	Fos. 230	all	\$700.
Bamb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$24, buyers
Peak Tramways Co., Limited	25,000	\$10	\$1	\$11, buyers
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$102, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$27, buyers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$104, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$254, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$25	all	\$59, (L'don. buyers \$5 10s.
Shell Transport & Trading Co., Limited	2,500 def.	\$1	all	\$0/6
Star Ferry Company, Limited	10,000	\$10	all	\$27, buyers
South China Morning Post, Limited	10,000	\$10	\$5	\$17, buyers
Steam Laundry Company, Limited	6,000	\$25	all	\$224, sellers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$44, buyers
Watkins, Limited	10,000	\$10	all	\$54, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$54, sellers
Weissman, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$10.
Union Waterboat Co., Limited	100 shares	\$10	all	\$330.
	50,000	\$10	all	\$72, buyers

RUBBER.—		Daily Wire		
Para Rubber in London	4 5/8 per lb. quiet
Loans.	Amount.	Value.	Interest.	Quotation.
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Date	Shanghai	5th— <i>Astyanax, Benlaweri, Buelow,</i>
November 25th.	December 12th.	

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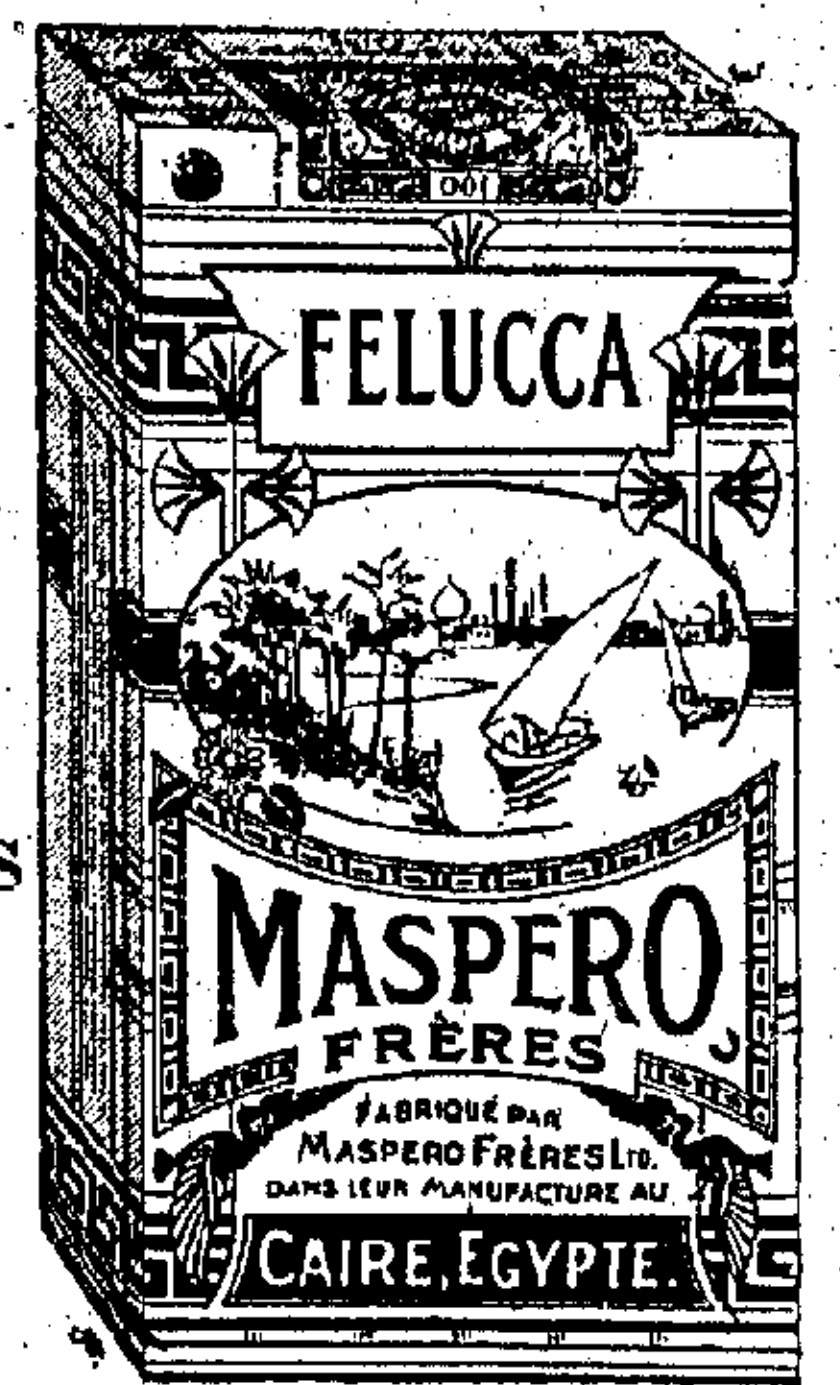
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[53]

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